

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-55 INTERCHANGE
AT E.H. CRUMP BOULEVARD
AND SOUTH RIVERSIDE DRIVE
MEMPHIS, SHELBY COUNTY, TENNESSEE

PUBLIC INFORMATION MEETING

JUNE 4, 2015

3:30 P.M. TO 7:30 P.M.

MATA CENTRAL STATION

545 SOUTH MAIN
MEMPHIS, SHELBY COUNTY, TENNESSEE

Charlotte R. Jaquet, LCR, CCR
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Jackson, Tennessee 38302
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NICHOLE LAWRENCE: My name is Nichole Lawrence. I'm the Community Relations Officer for the Department of Transportation. We welcome everyone here. We appreciate you being patient with the inconvenience of moving up and down. We apologize for the technical difficulties.

Before we get started, I think we have a little video we want to show. While we're looking for Jim, there are several people here who are representatives from TDOT. If you would, raise your hands. They are from the Department. They will be around the room throughout the evening to answer any questions. We also have our partners from Gresham Smith, Younger Associates, and Redwing. We have many local officials here. We appreciate them being here. We have community groups. We look forward to showing you the presentation and answering any questions and concerns you might have.

You have, in your chair, a sheet of paper for you to put your name and a question. If you need one, let me know.

I'll grab some more and get them to you.
We'll take them up towards the end of the presentation. What we'll actually do is read the questions aloud and answer them. We're going to continue to work on our sound. We're going to go ahead and go forward with the presentation and show the video afterwards.

(4:00 p.m. presentation)

JIM OZMENT: I'm terribly sorry about that. We changed rooms at the last minute and forgot to bring the sound with us. We will proceed with the presentation instead. My name is Jim Ozment. I am the director of TDOT's Environmental Division. On behalf of the Commissioner, we certainly welcome everyone here tonight to our public informational meeting to discuss the I-55 and Crump interchange. Obviously there's a lot of interest. This is our second meeting. You have probably read about this or heard about this on the news. There are quite a few people that have interest in this project. We wanted to come out tonight to

talk to the folks of Memphis, or West Memphis if you happen to be over tonight, and discuss what the plans are and to receive feedback from you concerning those plans.

We are in the process of getting ready for construction in another year or so. We're going to talk about the schedule and go through some of the things about the detours and timelines involved in the project and some of the things that we have done thus far to get to this point. So without any further ado here, we're going to have two presentations here, one at 4:00 and one at 6:00. So we get to come back up and give the same presentation again. If you have any questions after this, we'll be glad to take those. Either pass them up in written form or you can basically stand up and state your question and we will be glad to answer that.

Afterwards, we have boards outside. There are a lot of people standing around to talk about the project with you if you have some specific questions. We have a court reporter with us tonight. If you would

like to leave a message or just provide a comment, not write something down, you can come up after the presentation and speak with our court reporter. She will be here to help you to do that. We also have a website for the project on TDOT's web page. On that, there's a survey that you can take that asks questions about how this project may affect you, your driving your business, if you're a commuter versus a business owner, whatever it might be. Feel free to go out and take the survey. All of this becomes part of an administrative and public record that we're collecting, comments about the impacts, both positive and negative, about the project. So that's what we're here to do tonight. Can everybody hear me okay in the back? Okay. Thank you.

The project, as you're probably already familiar with, is the improvement of the Crump and I-55 interchange where I-55 bridge comes into Tennessee. The project goes south down 55 and does south of the Wisconsin bridge, which will also be replaced

during this project.

Just a few facts about the interchange itself. It was designed in the 1960s. At that time, there were 13,000 cars a day anticipated to be on the bridge. Obviously a 1960s design that has a cloverleaf in it was adequate at that time, but is no longer adequate today. I-55 carries a lot of traffic, and a pretty high percentage of that is trucks. Also, quite a large commuter volume comes back and forth across that bridge, and we're aware of that as well. We're probably at 55,000 cars on the bridge, about 60,000 south of the interchange during the day. That's what the 2014 numbers are showing. About 26 percent of that traffic is truck traffic. So about 15,000 of those are trucks every day.

We'll talk a little bit about what's wrong with the interchange. First of all, it has almost driveway-type connections or street-type connections to an interstate system. You can basically get on with a right turn directly onto the interstate.

Interstates are designed to be access controlled where you have interchanges to enter and leave. There is direct access to the street systems in Memphis. If you keep going on 55, you wind up having -- you know, it turns into Crump Boulevard. Coming down Crump, all of a sudden it turns you right onto an interstate. So the city streets and it are connected.

The loop ramps that are in there cause constriction, which causes a considerable amount of congestion. Congestion obviously leads to safety issues where we have a much higher than normal crash rates for accidents, rear-ends and side-swipe type crashes. This points out the ramp. We caught a good picture off the aerial that particular day. You can see all the trucks backed up waiting to go around the loop. You can also see them coming off here. That's because both the northbound and southbound lanes of I-55 are basically marked at 25 miles an hour, signed for that. You just don't find interstates in the United States

that are signed to go 25 miles an hour. Obviously it's made for high-speed, cross-country travel.

When it came time to design this project, we had a number of constraints that we had to work around. The first is the railroad system to the north. CSX comes across, I believe, up there. We have two railroad bridges just to the north of the 55 bridges. On the west side, we have parks, The Metal Museum, and historic features there. The French Fort neighborhood is a long-time community in close proximity to the road. On the other side of the road is the Hershey plant. It's a large community employer, obviously. We had to basically thread through all of that to come up with a design that minimized the impacts the best way possible.

This is just a rendering of what we believe it will look like after construction is completed. The northbound and southbound lanes will be free flowing through here. We'll have a roundabout to

separate the local and interstate system.

So just a minute about how we got here. Obviously building a road takes a lot longer than anyone would think. It goes through a planning phase, an environmental studies phase, and moves into design where the engineers are actually coming up with what needs to be done. After we know that, we have to buy the right-of-way. Before we get to the actual construction, we usually look back and try to decide are all the things we talked about on the beginning of the project being met, all these commitments at the end if the design has changed significantly. Then we move to construction.

Before we get to construction, we have this preconstruction review. There are a number of things that have to happen. One of the first things that has to happen is for us to decide about the traffic management, how you're going to manage the traffic during construction and what are our detour options if we need those. Those minimize construction impacts, noise to the community

nearby during the construction, dust, what are we going to do about delays and the best ways to communicate. I didn't mention that earlier, but I want to mention that now. One of the things that we're really trying to gather at this point in the process is the best ways to communicate all the changes that will be happening week to week and month to month as we go through this project. Do you prefer an email? Do you prefer a text message? Do you prefer to hear it on the news? How is the best way to reach out? Everybody kind of has a different way that they like to get information. On your comment cards, please give us an idea of what works best. The success of this project and getting through construction and any detours is our ability to communicate those in advance to people through our Smartway system or some other system. Also we need to determine the schedule, how long is it going to take, what the costs would be, and are there any constructability questions. That's where we run into, I guess, one of the issues

that we want to talk about tonight.

First, we'll talk about the schedule. We anticipate the schedule to be about three years in length, the full duration, maybe another month or two. The first year, if the project goes as planned, would start in March of 2016. So we're about ten months out right now of starting to see people show up on the job. We wanted to get out early and be able to talk about the community, plan, and do everything we can to meet with the emergency responders and meet with the community to be sure that we had everything in place long before we were ready to actually get out on the ground.

The second would be -- we're going to have to move through these other three phases. I'm going to talk about those in just a second, or Steve will. One of the things that's most important about that is we have determined that after the first year of construction, for about nine months, we're going to need to close the I-55 bridge because we're not able to build the ramps and

what you saw in there as the structure, which is laid right on top of where the road is today. So you can't build a road and keep the road open. I'll talk more about that in a little bit.

I think the first thing everyone is going to ask is, you know, what have you done to try to minimize some of the impacts. So we've been looking and trying to decide what might we do. Each one of these red dots -- I hope this is not washed out. Here, here, here, and all the way around, this is the I-40 bridge. This is 55. It comes down 240 and meets up down here at the 55/240 interchange down here. So one of the first things we're going to do is in Arkansas, we recognize that because we're cutting off 55 a lot of traffic is going to come back to 40. We're going to put in some stop lights here to help access the facility and not cause congestion there.

There are truck weigh stations on this side on 55. Since that will be closed, we're going to have to actually build another

one or help enhance the one that they've got on 40 to handle that extra 15,000 trucks a day. On the I-40 bridge, they already have something that's called a gate. Basically it's just a metal barrier that we can slide back in the center of the interstate if there's ever a wreck that we need to detour traffic from one side of the road to the other to get around it or it's going to be a long-term delay. We're going to add another one on the other side, so anytime if there's a major accident, we can go ahead and use counter-flow traffic. We'll set our cones and run the traffic onto the other side. There would be one-lane traffic in both directions, but it wouldn't be closed.

We also recognize the fact that the junction of 40 and 240, that it's one lane going southbound. Our intent is to re-stripe these for two lane traffic to reduce that bottleneck at that time, since there will be extra traffic on that road. We're also going to do that down here at the other interchange.

For those of you here, you probably recognize the benefits of our HELP truck system that TDOT runs for getting cars off, people that break down, getting things out of the road that fall off trucks, and keeping traffic generally moving as fast as you possibly can. So we're committed to 24/7 enhanced use of our HELP trucks between the split back here and all the way back into town on 40 to try to keep that moving as freely as absolutely possible. In fact, we may actually engage a wrecker service to be on-call to get anything out of the way quickly that would break down that our HELP trucks couldn't handle.

If there was some need for emergency access, West Memphis -- their hospital at the moment does not have an emergency room, so a lot of those people are coming to the medical centers in Memphis. Their concerns are how the emergency services are affected if traffic happens to be slowed down or there's an accident. We plan on keeping I-55 -- having an ability for

emergency vehicles to come across here, an ambulance or whatever. They would just have to drive through the construction area. We could easily escort them back and forth through the construction area. While we can't keep the road open, we can certainly accommodate emergency vehicle traffic.

Phase one of the construction. I'm going to turn this over to Steve Chipman, who is the project manager. Steve has been with this project for a long time. I'm going to turn it over to Steve and let him continue with the discussion about the detours and the construction phase. Thank you.

STEVE CHIPMAN: Can you hear me? Can everybody hear me in the back? Good. Thank you. In phase one, we'll construct the noise walls along the neighborhood, but also we'll be closing the southbound Riverside ramp. That's the ramp where if you were coming southbound on Riverside and would continue eastbound on Crump, it will be closed. The detour route at that point would be to come down Carolina Drive to Florida

Street and over to Crump. We will construct a temporary I-55 ramp, southbound ramp, and we'll move it over from where it's out to connect to the southbound. Then we call this 1B, but it's part of phase one. It's where we'll start constructing northbound I-55 and shift traffic on the southbound side. That will be the northbound, future northbound, across the Hershey property. We would also start building the bridge in this area too. Also, we would move the southbound Riverside to I-55 bridge, which is southbound from Crump and southbound I-55, and also the Riverside ramp up to I-55. This will be a railroad access point. Generally in phase two, we will be moving the driveway over here at The Metal Museum. During phase one, we'll also be removing the Wisconsin Avenue bridge and reconstructing it. During the NEPA phase, we always said that we would keep two access points to the French Fort Historic District for the neighborhood, for emergency vehicles to get in, and also for President's Island. President's Island said they wanted

to have access if something happened, an emergency. The detour from southbound Riverside will begin at Carolina to Florida Street. Then the detour for Crump to go to I-55, you would actually follow Crump to McLemore to continue on to I-55. This whole phase will take 12 months.

Then when phase two comes, this is the closure. The closure will be from just north of McLemore and we will be opening up the Wisconsin Avenue bridge, because, again, this is where the closure will happen here. We will move access off of 55. We'll provide this ramp for temporary emergency vehicles to access. This is our commitment to making sure that emergency vehicles can have an emergency lane coming through. We'll open in the railroad access road. You can see where the closures are. This is the section that will be closed. Riverside will be closed at some point. Crump will be closed at this point close to Kansas Street. This will be the closure, from here back and here forward. The detour routes will be as

we stated. This is where we start taking out the cloverleaf and the bridge in phase two.

We start then completing the southbound lane. This gives you the detour route once we close it. The detour will be following I-40 all the way around to 240 through midtown and to the I-55 junction. That's 13 miles versus 11 miles if you followed I-55. For those traveling to President's Island, I think it adds about six more miles to the driving distance there.

During phase one, I'll point out that there will be about six months of truck detour in phase one. That's when we close it down to one lane and shift the traffic over on the southbound lane. There will be a truck detour for safety reasons in phase one. It will be six months for them to have to go I-40. Then in phase two, everybody will be detoured over to I-40. This talks about that the construction will be completed. These are some of the things that we're committed to before we do the closure. The projects will be done. Arkansas is doing some bridge

work or highway work on their side. That work is supposed to be completed before we do any closure. It's really supposed to be completed this year. As far as the work on the bridge and Arkansas's side, it should be all completed before we even let the project. We're looking at December, so it supposed to be completed this year. What that means is there will be no construction work during the time of this project. That will be for the first time, I think, in many years. The comments we got in Arkansas the other night is that it will be the first time they haven't had any construction in years on I-40. So it will be a free-flowing system. All six lanes will be open.

It shows here where the I-40 bridge right now has 36,000 average daily in 2014. The I-55 bridge has about 55,000 in 2014. That means we're moving it over to I-40, which we still think that will be a level of service B.

What's causing us to do the closure is right in this section here. The

footprint of this bridge is right on top of the existing I-55 southbound, so that's what's requiring the closure. It's a tight area. As you can see, it's tight. All the construction will be in this area here. For the roundabout, it will be constructed in phase three. I was going to show you that in phase three the roundabout will be constructed. We were looking at a closure for trucks, but we think what we can do when we open it up -- when we open traffic back up, we can put it all on the southbound. We'll look at opening up one lane in each direction for cars and trucks. That's what we're looking at. The question is for safety. The speed will be dropped down to a lower speed. We think that it will be more than what it is now. Right now, if you move through that interchange, it's down to five miles an hour. We think we may have to drop it down to 20, but that's still faster than what it is now. It's also a free-flowing system. We were hoping that we could accommodate that when we reopen after phase

three. Then what will happen is in phase three we will be building -- finishing the northbound, making the connection for northbound, and we'll be building the roundabout. We'll be building the roundabout and that will be in phase three. Additional time may be needed for paving, so we extended it on into 2019. You might get to the end of the season for paving. There may be some things that could be done there for paving and just items left over. So we're talking about the closure being nine months. Then phase three will be a year. That gives you about 36 months of time in there for the road. In phase two, the detour for cars would be nine months. For trucks we're looking at about -- right now we're just saying 12 because of six months in one and nine in the closure. We're hoping in the third phase we'll have all traffic moving, cars and trucks moving through there, after the closure. That's our goal.

We will have a system that's a free-flowing system. That's the purpose of

it, to try to achieve a 50-mile-an-hour design speed, a free-flowing system, and separate the interstate system traffic from the street. We can accomplish that through this design. We also improve access and connectivity to the French Fort Historic District and also maintain the character of the French Fort History District, with the parks and the historic property. No business will have to be relocated. It reduces congestion and crashes. As Jim pointed out, there's lots of rear-end collisions.

To sum it up, it will improve the safety and travel time. There's no avoidance of a closure to complete the work. What we're saying is that we've looked at several options. We just see that there's no way that we can avoid the closure. Our structure department is the one that looked at building the structure because they're steel structures and on a curvature. We know we have to close it. We determined that time to be around nine months. All the other projects will be cleared in the area, so we

can make sure there's nothing on I-40 or in West Memphis. That's my contact information. I'll be happy for you to contact me. I've seen several emails from Monday night's meeting already in West Memphis. Just send those cards and letters and any comments. You can get my phone number to.

This brings us to the point where we'll have questions and comments.

NICHOLE LAWRENCE: Can you try to show the video.

STEVE CHIPMAN: We'll show the video. There have been a lot of challenges along the way with the railroad and maintaining the character of the neighborhood in the French Fort Historic District. They had involvement in the process, along with businesses in the area and the industry. So it was a joint effort, coordinated effort, to come up with this design. Does anybody have any questions they want to ask? We appreciate your input.

The question is, "What has been the input of the City of Memphis, Shelby

County, and French Fort?" The City of Memphis has been involved since the beginning of the planning stage, the city engineer and his staff representation. We always kept the mayor's office informed. Shelby County has been involved. We keep them informed of the project. The French Fort neighborhood has been involved since the very beginning of planning, because they had the most impacts. It's been a good relationship with the neighborhood. We were able to come up with a plan that protected the neighborhood and sustain the characteristics of it and the parks. At one meeting we had, we had the bicycle club in Memphis. I didn't realize that there was a pedestrian walkway. After that first meeting, I found out that you have over 2,500 bicyclists in a club here. Every one of them sent me an email. They were coming in faster than I could answer them. I had three days to respond back. They kept coming in. It was the same blanket statement, but I had to answer each one of them. They finally said, "Look, don't worry

about it. We'll take care of it." They were 2,500 strong. We've been able to talk it over, the design, and try to come up with everything. FHWA was in partnership in this too. That was good. They came back with some concerns about the neighborhood. In the business district, we had downtown commissions that came in and talked about connectivity. We had a developer in the French Fort District there that was also talking about a development that they had going on. The important thing is connectivity. You want them separated, but you want that connectivity. So they came back and asked if we had considered a roundabout. We said no, we didn't think that was one of the options. So they came back and it was their idea to consider the roundabout. So we did. We put the roundabout. What happened is we were able to reduce the footprint of the roundabout and decrease the area that was used. It frees up a greenbelt area. That was one thing that everybody saw as another gateway to Memphis.

That was going to give us an opportunity. Also it made easier connectivity to the French Fort neighborhood and to the parks and to The Metal Museum. It was able to remove any possibility of having to acquire -- we were looking at about nine houses and two businesses. We were able to avoid that. There are no relocations, business or residential. The consensus was that they liked it whenever we came back with that design. It was a textbook case. Everybody came together and said this is what we need to do. We're excited because we're getting another gateway.

(Video presentation)

STEVE CHIPMAN: Question by Gordon Alexander asks about other construction being completed. It will be. It should be -- in the next month or two, it should be completed. Also during the time of construction, I was going to point out to you that -- during our process, people were talking about the I-55 bridge, that it needed some work to repair it. What we're going to

do is with coordination of the Arkansas Highway and Transportation Department and our Department, we are going to do some improvements to the I-55 bridge. It would be limited just to the closure time, so it will not impact the closure time. We're going to do as much work as we can, repair work, on the I-55 bridge during this time too.

Deni Reilly, "How long will Riverside Drive be closed?" Riverside Drive will be closed. It will have a closure on phase one. That will be to go to East Crump in phase one. Then in phase two, from phase two on to phase three, Riverside will be closed to Carolina Street and over to Florida Street. You're looking at the closure being about 20 to 22 months, somewhere along in there. It could be for less than that. That will be the detour that you have to take. It's basically the same detour, as I understand it, that is used during Memphis in May.

"What steps will be taken to improve Florida Avenue to accommodate the

rerouted drivers?" We have the detour. We'll have to do signage. We're looking at that. We're also going to be working with the City of Memphis, TDOT's construction office and traffic division, and we're going to drive the detour route and start looking at what things we need to do to help improve traffic. We'll look at signage and talk about signage. We know we're going to have to keep the public alerted through the news media and through our website. We'll keep you informed of what's going on with construction and what detours you can take.

"What improvements will be made on the Memphis side of the I-40 bridge to accommodate those getting off at downtown?" I don't see anything that will be changed from what you've got now. There will be signage. We'll work with the City of Memphis and the traffic department to make sure that we have the traffic moving through that area.

"Is this the final plan? Can some adjustments be made?" Right now, this is it. We have no other option. We've

looked at everything that we've been given. Our plan is to move forward. The critical time is the closure time. That closure time is during the construction season. In order to make the nine-month closure without any delay, that's what we've got to do. We're looking at December of '15, no later than January, so we can start in March and so we can be ready the following March of 2017 to start construction unless something else is given to us. Our Structure Division has studied it. We've done a constructability review. We've done the review, and we're confident in our process. We've shared it with the City of Memphis. We also have shared it with the Arkansas Highway & Transportation Department. Everybody understands there's got to be a closure. The question is how long. We started out longer than that and we got it down to nine months. There will be incentives for them to complete it even sooner. Our goal is to try to minimize the closure and to maximize safety.

ATTENDEE: It's hard to hear you

with the conversations going on in the back.

STEVE CHIPMAN: I'll try to talk up.

ATTENDEE: Tell them to go outside to talk.

STEVE CHIPMAN: Thank you. The next question is from Gordon Alexander, "The work ongoing in West Memphis supposedly will be finished by the time this project is started. I'm very skeptical. What assurance do we have?" We're coordinating with the Arkansas Highway and Transportation Department. We're working with their engineers and construction office. We're talking. They assured us that they would have that finished by this summer. Again, before this project, it should be all -- there should be an operating system all the way from the I-40/240 junction all the way across Memphis. We're in constant contact with them. If anything changes, then we'll have to -- if there is a delay on their part, we'll have to review it and see how it affects it. We wanted to be clear. We know

that it's important to have a free-flowing system on I-40. We are conscious of that. We will be monitoring at it. We will make sure there are media releases. If there is anything that would move our schedule, we will keep you informed. You can contact me using the information we give you tonight. We'll give you updates.

Bobby Green asks, "Will there be property line changes when noise wall construction takes place?" The noise walls will be within our right-of-way.

Mark Coleman. "How far will this project extend? Down to Florida Street or Kentucky Street?" It's really not -- our project ends beside of the railroad tracks on Riverside. Crump ends shy of the railroad crossing. The detours is what will be going along Florida Street and Kentucky Street. Right at Carolina Street -- there probably will be detours on the other side of the bridge.

"Will there be some renovation to the Memphis-Arkansas bridge during the

development?" Yes. That was pointed out to us several times, like I said. The Arkansas Highway and Transportation Department Structure Division is in contact and said this would be a good time to make repairs to the bridge. Our Structure Division in the same week sent it to the team. So that was a unanimous decision that we would do that. One thing to note is that whenever we do this, we've got the I-55/Crump project and the bridge project that will be let to contractor so that we can maintain traffic control during that time. The \$57 million does not include the cost of the bridge repairs. We don't know how much that's going to be yet, but they'll start looking at that now that they know we've got nine months. We can determine those bridge repairs.

Jeremy Jordan. "My name is Jeremy Jordan. I am a staffer in Congressman Steve Cohen's district office. Congressman Cohen doesn't support the closure of the Memphis-Arkansas bridge. He believes the project can be accomplished without said

inconvenience. Can the project be expedited in phase two?" We understand everybody's concern about the closure. The project team took it and gave that information, the first thing they said was closure. We have every stone uncovered and looked at everything. We looked at every possibility. At that time, we started saying, okay, how is it going to impact Memphis and West Memphis. We started looking at the closure. We know there was construction going on, and we know we have to have it finished. We can't have any construction going on. We knew that we were going to have to have some detours. There has to be some purpose to the detour, so we did a constructability review. We utilized some of the shoulder width on I-240. We did a constructability review. They came back and made comments of changes along I-40 and 240 and that a detour route has to be made. It's going to be at A level service to C, which is not much. It's slowing down, but it's not stopping traffic. That's during peak hours. Everything shows that it can be

done. The Tennessee Department of Transportation did one in Knoxville where we did a closure. We learned a lot in that, and we've also learned a lot from other states too. There have been other states that have done closures. St. Louis, I think it was, did one with a bridge. We had discussions to learn from them what they learned during the closure. In our construction work around Memphis, we've learned a lot. We feel like we're planning, still planning, and it will be an ongoing project until this project is finished.

Dennis Lynch. "Please state regarding the noise wall." We're putting noise walls up. We've found the noise levels -- do you want to take that about the noise wall?

JIM OZMENT: We're going to be constructing noise walls for the neighborhood. Is the question about the future noise levels? Noise walls typically reduce noise levels by ten decibels, whatever the traffic noise would be. So it will be a

reduction.

ATTENDEE: Can you use the microphone?

JIM OZMENT: The question is about noise impacts in the French Fort neighborhood. We will be constructing noise barriers. They normally reduce the noise by about half of what you would normally hear under other conditions. They will be lower than they are today, or at least no higher than they are today. I believe lower than they are today after construction. They will be built early so that it will also help abate construction noise during that process.

STEVE CHIPMAN: The next question was about bike and pedestrian connectivity between Riverside and the French Fort neighborhood. We will maintain connectivity there. He says, "The I-55 website is down." Our website is currently down for two reasons. We're undergoing a conversion on our website. Also we've taken it off so that we can add some things for this project and recreate the focus on what we're about to do

in the construction phase. That website is under redevelopment. You will still be able to access the environmental document from there. Right now, we had to close it down for a while. At the same time, we took the opportunity to get it ready for the I-55/Crump construction project.

This is from Bob Langston.

"Commendations are in order for the professional and thorough traffic analysis by TDOT. We are all in favor of progress but feel strongly that two lanes of the I-55 bridge should remain open. Question, what economic impact analysis has been made and what bottom line dollar economic loss has been determined?"

JIM OZMENT: Do you want me to take that?

STEVE CHIPMAN: Take that.

JIM OZMENT: The question is about has an economic analysis been done. That's currently what we're doing. That's one of the reasons for the public meeting, as Steve said earlier. During the

constructability phase is when we discovered the need to close the bridge. Since we found out that part, we've started to reach out to the stakeholders around both Memphis and Arkansas, even into Mississippi, to try to gather what these impacts might be and what minimization method we might be able to take. We anticipate that to be completed toward the middle of August. What we're going through right now is gathering that information.

STEVE CHIPMAN: Question 2, "Would the project go forward without the highest level of Arkansas government's commitment to guarantee six full lanes operational 24/7 over the I-40 bridge, the Hernando de Soto bridge, and continuing through West Memphis, Arkansas to the I-40/I-55 interchange throughout the process?" Again, we're coordinating with them. That's the assurance they gave us, that they were going to do that so we would have a free-flowing system. We're in contact with them. That's the plan.

"If the economic loss to the

traveling public was determined to be \$2.3 million per day or \$850 million for the nine to eighteen months, would you find a way to keep two lanes open on the I-55 bridge?"

JIM OZMENT: This question is a hypothetical about how much impact per day would be necessary for us to reconsider keeping two lanes open. As I think Steve has pointed out in our constructability reviews, we have engineers from our department and consultants, and we even brought in construction contractors and showed them the plan and said find ways for us to not have to close this bridge in order to build this project. No one has come up with that solution yet. The hypothetical about how much money it would take before you might not do this is going to have to be factored with a lot of other things. I don't think Steve and I are able to give that answer right here tonight. That's what the economic analysis will point out. That, along with all the positive economic indicators, will go into that decision as to what we would do.

STEVE CHIPMAN: To add to that, we looked at the concept given to us about adding another lane on the other side like we did on the northwest side. That lane was temporary relief for congestion. It does have its problems. It has helped some. Interstate systems are all free-flowing. This interstate system in the '60s had 13,000 average daily traffic. It met the need back then, but now it doesn't. For it to meet standards, we were given guides by the Federal Highway Administration office to maintain a 50-mile-an-hour sign speed to move traffic freely so it doesn't get stacked up. If you add the ramp, the design speed would be about 20 miles an hour, so you haven't accomplished that 50-mile-an-hour speed. Plus, it would have to be approved by FHWA, and I don't think that would be approved. On the northwest side it was approved as a temporary measure to relieve the congestion during this time. It does not replace the project.

NICHOLE LAWRENCE: I think we're

going to open it up.

TROY KEEPING: I'm Troy Keeping. I'm the president and general manager of Southland Park Gaming and Racing. This is the second meeting I've been to. A couple of comments regarding your remarks, because I didn't want to ask a question when you're answering a question. You indicated that you took a lot of input into the design of the project. That input, by your video and your own comments, had to do with French Fort and Hershey. At the point that you determined that the bridge was going to be closed, you've only done public information. You haven't really done any type of economic impact study. I've done some -- since we last met, I've started some legwork on regulations. I've got a few things that I would like answers to. The Secretary shall not approve any project involving approaches to a bridge under this Title if such project and bridge will significantly affect the traffic volume and the highway system of the contiguous state without first seeking and

taking into full consideration the views of the state. Now, you've worked with the Arkansas Department of Transportation, but you've since determined that you're going to close it. You admittedly said the design was changed. Your original design plan was, in fact, eight or nine houses in the French Fort community. If you were to affect the community around it, in theory, you could construct temporary lanes and keep the interstate open the entire time during construction. You admittedly said you guys abandoned that because of trying to minimize the impact on that community, but neglected to take into consideration the impact on the Arkansas side of the community. A couple of other observations that I would be curious to understand. On January 25, 2012, a Record of Decision, ROD, was prepared by the Federal Highway, FHWA, in cooperation with TDOT for the project involving the Interstate 55 interchange at Crump Boulevard, commonly known as the I-55 project within the city of Memphis and Shelby County, Tennessee. The

ROD approved alternative Z1 as the alternative to replacing the existing cloverleaf interchange and included concurrence with the project's location, preliminary design, and capacity and proposed mitigation. The ROD makes no mention of closing the I-55 bridge or closing of the interstate at the location of the interchange. No mention is made in any of the documents, and they're listed here, that the I-55 Memphis and Arkansas bridge or Interstate 55 just across the bridge would be closed for an extended period of time during the construction. Impacts to the region or the interstate commerce caused by a closure of I-55 and the I-55 bridge were not considered or reviewed. So I know you're talking and telling us this is the way the project is going to go. I would encourage you to do your due diligence because we have started doing our due diligence on that side of the river of the economic impact. I think you need to go back to the drawing board.

STEVE CHIPMAN: I appreciate

those comments. You're right that whenever we went into the process with the design we had, we didn't, at that time, have information that we have now about a closure. It doesn't happen until after we get past the right-of-way phase that our Structure Division starts looking at the design of bridges. They decided the particulars for the bridge. They looked at it and said they didn't see any way that we wouldn't have some closure. They didn't tell us how much, but they just said there would be some closure. That's where we are now. We've been looking into, like I said, all the options that we know of to try to keep it open. Because of the footprint of where it's at on the existing facility and because it's a steel structure with curvature, the Structure Division and even the constructability review so far has told us that you're going to have to have some type of closure. That's where we are now. We realize at the time the direct impact was to the French Fort Historic District. We did see those impacts at that

time. We were looking at maintaining traffic during that with what we had at the time, the information that we had. It's not uncommon for us to move through our process, the preliminary right-of-way plan. Then that information came to us. That's the reason why we had the meeting in West Memphis, to gather comments. That's what we want to hear to see how we are impacting. That's where we are, but, at the same time, we're moving forward with the schedule like it is because we know that if something happens we have to be prepared to make a December letting. Memphis has needed this project. It's a project that affects not only this community but also the region. There has been a lot of construction work on I-40. The bridge itself is not the project, it's the interchange. You have traffic coming along the bridge at 50 miles an hour. The other day I saw a truck pulling -- it was a FedEx truck with a double trailer coming through there. Because of the curvature in the road, he got along the ramp and he had to make the change to

switch over to a single lane, but traffic was start and stop. He hit his brakes and he just bounced through. I thought he was going to hit a car. The bridge on the I-55 project we're talking about is driving the closure because it's on the footprint of the southbound. You've got to work back into the area of the ramps on the interchange there. We've looked at everything. If you've got something different, talk to me. We had one gentleman tonight give me an idea. A gentleman in West Memphis talked about a lane, southwest, where the ramp comes off. It doesn't meet the need for the project. It's a temporary fix, but it doesn't replace the big picture. Yeah, you could do that, but five years from now we'd be back in this room here having the same discussion we're having now, as far as what we can do. We're going to do all we can to keep that moving for safety. We're going to try to expedite the closure, minimize and expedite it, and we'll keep you informed. Thank you for your comments.

FRANKIE GRACE: My name is Frankie Grace. I am a resident of south Memphis. I guess you could consider me a concerned citizen. This project sounds almost like torpedoes full speed ahead. Is there anybody here from French Fort? Oh, hi, Miss Sarah, how are you? Good. How many of you remember about 14 years ago when TDOT had a meeting with all of us and it concerned French Fort. They gave three options as to how this bridge was going -- how the construction thing was going to be done. You handed it to them, and they said, "Uh-uh, no. We're going to take this back to our neighborhood association meeting, and we will discuss this and then we will get with you." Okay. It sounds like much the same thing here. It seems like you've done a lot of talk to a lot of people, but I'm curious as to who some of these people are. I've spoken to my Shelby County commission. He had no earthly idea what I was talking about when I told him about the article in the paper a week or so ago that you were going to close

the bridge. Also, I am not -- excuse me, I can't read my notes with my glasses on and I can't see you with them off. I am not satisfied with the answer that you have given as to how you have determined the alternate routes to get downtown or from downtown using Florida Avenue. You just got through saying that you were going to have to drive the proposed detour route to determine what is needed. Actually, you didn't answer the gentleman's question. His question was how far down Florida is this going to go, and you didn't answer that. Why have you not already done this before you have arrived here and announced that Florida is going to be that detour route. Florida is no more able to handle the traffic, the detour traffic, than this street is right out here beside us, G.E. Patterson. I would like to know, like a lot of other people here, why does the entire bridge have to be closed in order for you to do this? Why can't half be done and half the traffic rerouted? At least that would leave part of the bridge open for major emergency

situations. I'm not talking about just an ambulance, but some kind of a catastrophic situation. When you get the eastbound half of it done, then you transfer all the traffic over to that side and do the westbound side. Golly Moses, do you realize that the person that designed the roundabout many, many, many, many years ago died on it? He lived in Long Beach, California, as I did at the time. He designed that whole concept of that roundabout and he died on one. Who has been talked to about building a roundabout here? Do you realize how much traffic there is of people that want to go downtown? I usually take Third Street over to Main and go up Main, or else I go up 55 and go up 55 and go through where your roundabout would be. That's absolutely absurd. I would like to know who you talked to in the city department that gave the okay for that and who did you speak to with Shelby County? Nobody seems to know about it.

STEVE CHIPMAN: You asked about the commission. Well, we've been working

with the City of Memphis. Sometimes we're in meetings on, like, MPO, and we give updates on where we are. We've been working with the city because it is a city area.

ATTENDEE: Mr. Ford is in here. He's in the house.

STEVE CHIPMAN: We advertised it. The neighborhood was a direct impact. The alternatives that you talked about, there were other alternatives. We worked through them. They had issues with direct connectivity, the access from the interstate. We worked through that process. We had meetings. They were advertised. Anybody could attend them -- they were public meetings -- and make comments on it. That's how we worked through the process. In design, we kept taking information. We came back. A lot of people laugh because that's Z1. What happened to Z? Well, what happened to A, B, C? We came up with Z1 because Z was the last meeting we had. We came up with something that people here that was at the meeting in this room here, that represented

the community and the downtown area and other parts of Memphis -- I can't tell you exactly which ones. They were here. We took the information back. We went to the Federal Highway Administration and shared with them. A concern was preserving the French Fort neighborhood, the characteristics of that neighborhood, and also the parks. The parks would be part of it, along with The Metal Museum and Hershey's. You would have to go through Hershey's. There's a bunch. We're trying to preserve that area. Through combined coordinated efforts of everybody with the design, FHWA, and comments, that's what we came up with. We came back and advertised it again. We came here and looked at it. Everybody who had been through the process from the beginning at that point said this is a good design. It met with everybody's -- everybody felt like it met what they wanted. The interchange will serve the area. The big picture is to have a free-flowing system so that you wouldn't back up cars and trucks on the bridge. I know

everybody keeps talking about the bridge closure. It does close the bridge during the time of the construction on I-55, but the focus was on the interchange. That was a critical interchange because of all the accidents. The bridge needs some repair. It has a concrete barrier in there that's not movable. If you have an accident on that bridge, if you're down to one lane in both directions -- we've talked to emergency responders in this area and our HELP trucks will work with both sides. They asked how would you get to any kind of accident on the bridge that happened because you can't move that concrete barrier. That was one of the things. As far as the detours I'm talking about, our plan is to keep you on state routes. The detours I'm talking about here is what we have determined by talking to the city engineering department, the traffic division. They have been involved in discussions. That's some of the routes that they said people would probably take. We looked at that. We've showed you what they

are. That was input from the City of Memphis, their engineering department and traffic. We're going to have to do some signs. We just want to make sure and see if there's anything else we need to do. The route we're talking out on Riverside is the one that they use for Memphis in May for a whole month of closure.

ATTENDEE: It is not.

STEVE CHIPMAN: We've talked to the City. That's the information we have. It was blocked off last month. It was blocked off at that point.

ATTENDEE: You get through the interchange and you can go all the way down to the start of Riverside Drive. You can get all the way down.

STEVE CHIPMAN: I'm just telling you that's what the City had told us. If that's not right, then you can tell us what it is. That's what this meeting is about, your input.

ATTENDEE: I would be happy to.

STEVE CHIPMAN: The detours that

we had on the screen are some of the things they brought out to us. Our route is that we would reroute you through state routes like I-40/240, State Route 14. We'll look at anything else. That's the purpose of the meeting tonight, to get your comments on what your concerns are and even on the detour routes. We've had representatives at our meetings. Barbara Cooper, Representative Barbara Cooper, has been there.

Representative Hardaway has been in the meetings and there have been some more that attend our meetings. Tonight that's what this is all about is to take your comments if a you have a concern, or anything you want to talk to us about.

STEVE CHIPMAN: Is there anything else you brought out? That was a lot.

FRANKIE GRACE: They're not going to be answered. You've got your pat answers.

STEVE CHIPMAN: If I didn't answer something, write it and we'll get you an answer on it.

BOB LANGSTON: I'm Bob Langston

with Langston Companies. We have a factory and plant on one side of the river and we've got a factory and plant on the other side of the river. We're back and forth across the bridge all the time, trucks and people. I want to reiterate the commendation to TDOT for the thoroughness of the job that you've done on this. I think you've really done a lot of great research and great study. It's very professional, very professional. Obviously we have a plant on both sides of the river and we have a stake in this. I think there's millions and millions of other people that have a very big stake in it. I think there's a good chance that traffic delays are going to make Memphis have a new name in history, and that is the mid-continent constipation. I see the possibility that there's going to be tremendous backups of traffic by trying to route traffic through Florida Street. My goodness, it can't handle five cars. I think the cost impact -- it sounds like you're going to do a cost impact in August. I'm

just wondering if that's not putting the cart behind the horse, or whatever, because I think the out-of-pocket costs could be in excess of \$2 million a day for the delays and the lost time, lost fuel, the lost revenue, traffic backed up from hell to breakfast. I think it's going to be a real, real concern. That's in addition to the construction costs and the frustration costs and the road rage costs and whatever. Looking at nine to eighteen months or longer, there's not many highway projects that I've seen that are finished on time. I think you all are probably doing a better job than most of them. The Commercial Appeal this morning says it's going to be shut down for a few months. I don't know what they're dreaming. I think there's an urgent need to keep two lanes open on the old bridge. I think the economics can be extreme if that's not done. The Arkansas commitment, I think, is critical from the highest level of government in Arkansas. They ought to make a commitment that they will keep six lanes all the way

through West Memphis and not have some project that all of a sudden, well, we've got some money, let's go shut this lane down. It's been mentioned that in the unlikely disaster of closing both bridges, I think again back to the economic impact, the number I've heard is \$200 million a week in economic impact. There's no consideration yet for the possible reroutes through Dyersburg and Helena. Those are significant detours. There is going to be a revenue loss for Tennessee. There is going to be, I would think, a lot of diversion from I-40, which is a big revenue producer for the state of Tennessee. I see that that could be in the millions and millions of dollars. I hope the economic impact that is urgently needed will be completed and that you might be able to take a second look.

STEVE CHIPMAN: Thank you for your comments.

BAILEY WIENER: My name is Bailey Wiener. My question to you is this: What is the highest daily traffic count on any

interstate in the state of Tennessee?

STEVE CHIPMAN: I don't have that information.

BAILEY WIENER: Well, let me say what I think it is. I don't think we have any section of the interstate that has a traffic count of 100,000 cars a day. When you take the traffic off the old bridge and put it on the new bridge, you're going to have a traffic count of 100,000 to 110,000 cars a day across that bridge. It will not handle it. Ingress and egress to the bridge is not sufficient at all. I think you're going to have one big mess.

JIM OZMENT: We didn't spend a lot of time on that tonight, talking about I-40's capacity. I-40's capacity is currently a six-lane facility, a six-lane interstate, carrying about 36,000 cars a day. According to our traffic engineers, its capacity, how much you can carry at a reasonable rate, is 120,000 a day. Out around Walnut Grove and Poplar Avenue, on that side, you're pushing well over that and close to 200,000 a day.

Our projections for 200,000.

ATTENDEE: That's not even the same thing. That's comparing camels to apples. We're talking about a way to get across the river as opposed to multiple ways to get through the city.

JIM OZMENT: Well, that's the other thing we didn't discuss. We will mark the detour at I-40. People are known to -- and they were shown to do this when we closed I-40 in Knoxville -- basically let the traffic kind of seek its own way to get to where it needs to go. There is some through traffic that is certain headed on further east on I-40, but there is certain traffic that will be heading, commuter traffic, to work on President's Island. Everybody will find a path that's probably of least resistance. We can sit here and guess what that might be. We can study that. We can project that through modeling. On any given day, traffic is fluid like water. It's going to work its way through where it needs to go based upon that particular person. As far as

the interstate itself, it's projected to be able to maintain that. Right now, it's running at one-fourth of its capacity at 36,000 versus 120,000 carrying capacity. So it's picking up an additional 55,000 a day. That will be a considerable difference and probably a noticeable difference, but not one that's anticipated that it won't be able to carry. That's why the engineers have already looked for ways to minimize additional bottlenecks throughout the system, like double laning the ramps on southbound 40/240. So we're looking to minimize all those things that might be additional places that will bottleneck traffic coming back and forth. You know, accidents will have to be dealt with. We discussed that a little bit earlier. We're trying to plan and look for ways to minimize to the best of our ability. We're here to ask you. I don't drive this road every day and you do. You're going to tell me stories that I can't project on a computer someplace. That's why we're here, to hear those stories. Thank you very much

for those comments, because they're very important for us to help find ways to hopefully minimize those impacts even further. Thank you for those comments. I hope that addressed your question, sir.

STEVE CHIPMAN: One thing to make a note of is the detoured traffic on Riverside and Florida Street is your downtown traffic. That's what we're talking about. The I-40 traffic is through traffic on I-40 and I-240. When we're talking about the detour on Florida Street, that's your downtown traffic.

ATTENDEE: I don't really have a comment. The comments I was going to make have been addressed by this distinguished gentleman over here.

ATTENDEE: We can't hear you.

ATTENDEE: I said I don't really have a new comment. I was just wanting to confirm if your plans -- if this project were to go forward as planned, the complete closure of the bridge would start on or about March 2017. Okay. My question is why would

it be necessary to continue the closure for commercial traffic -- i.e., trucks -- longer than the nine months you estimate for cars?

STEVE CHIPMAN: It's a safety issue on the lane closure.

ATTENDEE: My business is on President's Island. It's a freight issue when you start adding freight to customers.

STEVE CHIPMAN: We're looking at that, the comments we get from the trucking industry. It may reduce the speed. I think some people are talking about with two lanes opened up you can go 50 miles an hour. If it drops down to 20 and it's a free-flowing system and can continue through, it's still better than what you've got. One thing was the safety issue for the trucks.

ATTENDEE: The truck closure today to be an additional three months or so?

STEVE CHIPMAN: It will be three months. We'll have to have a detour the first phase for safety. Then the nine months makes it 12 months for trucks. We're committed to. We're wanting to do that.

we're just verifying and making sure. We'll be meeting with the President's Island team. We're seeing the importance of keeping you through there, even if it reduces the speed down to 20 miles an hour. I think the trucking industry thinks that would be okay with a free-flowing system. That's what we're looking at now. That's the purpose of the meetings.

ROBERT GURLEY: I'm Robert Gurley. I have a concern that hasn't been addressed. The lady back here mentioned there could be a catastrophic event. If we had a catastrophic event that had to close the I-40 bridge for a significant period of time, would you have enough infrastructure in place to open that bridge up on an emergency so we could have all the traffic flowing?

STEVE CHIPMAN: We're talked about that. If it was a catastrophe like that, it would put us in a different mode of emergency operation. Everybody would work to get everything opened up. We could change even the scope of the work of the contractor

and get everybody in mode to get it opened up. Yes, it would change the way we would look at our system. We have an umbrella plan for emergency situations across the state. We've got a plan in place for that for state emergencies.

DENNIS LYNCH: I have two questions. During the nine-month period are you -- is the construction team working 24/7 at maximum effort?

STEVE CHIPMAN: They can. That would be the option of the contractor. It is an option. That is a tool for him, the contractor, to make sure. He could also have delays. There will be incentives to finish.

DENNIS LYNCH: So there will be incentives for him to be finished sooner?

STEVE CHIPMAN: Yes. Yes. There will be discouragements for -- disincentives to discourage even thinking about going beyond.

DENNIS LYNCH: The second question is related to the ROD and the economic analysis. Closing the bridge for

nine months is a significant thing, obviously. You can tell from everybody here. The ROD talks about environmental and economic impacts before and after. This process of during the construction is obviously a huge, significant thing here and it's not really addressed in the ROD. I understand there's some economic analysis going on now, but it seems to me that any decision about so-called Record of Decision - - it's not a final decision because these economic issues have not been addressed, and you can't really make a final decision until there's a clear economic analysis. So that's just my comment there.

STEVE CHIPMAN: That's the reason why in each phase -- in the right-of-way phase, you have an environmental impact evaluation. During the construction phase, you have an environmental re-evaluation. You've experienced that so you know where we're at. We're at the construction re-evaluation.

ATTENDEE: Does that mean there

will be another ROD after the economic evaluation?

JIM OZMENT: The construction re-evaluation is to validate the findings and to document additional findings after that. It's not called a Record of Decision. For us, it's called a construction re-evaluation document. It's approved by Federal Highways as well.

ATTENDEE: First of all, I would like to say that I am a fan of the interchange changes. They need to happen. They are beyond needing to happen. Most everybody here would agree with that. I am a downtown resident. I am a downtown business owner. About 30 percent of our staff comes from across the bridge on a daily basis, all different times of the day. About 20 to 25 percent of our business actually comes from across the river. I'm not sure if you're familiar with the restaurant industry, but if we lose even half of that due to delays, you're going to put us out of business. I would implore you to please extend your

outreach beyond just our wonderful French Fort neighborhood, the wonderful Metal Museum, and Hershey's, which does make the city smell like Twizzlers, because this is going to impact all of downtown Memphis. Taking the most scenic and probably the most direct route for the majority of commuters and tourists, downtown Memphis receives over five million tourists per year, many of whom come in from the airport. The direct route from the airport to downtown Memphis is to come down 240 to I-55, onto Riverside Drive, and then have it feed off to Union or Beale or wherever to get to the downtown hotels. That's going to have a huge impact on tourist access to downtown. All of east Memphis, Collierville, et cetera, anybody coming up from Southaven, you're basically going to cripple our ability to get people to come downtown. Please extend your outreach. Please talk to the Downtown Memphis Commission. Please reach out to the businesses downtown. Yes, we want to see the interchange changes take place, but the

proposed rerouting down McLemore to Florida is not going to work. You really need to reconsider that. That is not a feasible thing. The way Memphis in May does it is you actually still get through the interchange and you get all the way down to Georgia, just before South Bluff, and then get out on Front or Main Street. You do not have to drive through Florida or McLemore, which is a lovely neighborhood but is unfortunately perceived as a very unsafe neighborhood. Most people will not want to drive through it. That needs to -- I implore you to please reach out to the entire community that's going to be impacted.

STEVE CHIPMAN: We appreciate the comments. We also would like for you to give us more information about the outreach and what you're thinking would be good. That's what we're trying to do, even on the Arkansas side. The Arkansas Highway and Transportation Department said that for motorists traveling through they're thinking -- even as far as the south state line to

Texas, we could let people entering the state of Arkansas know about the project. We know we're going to have to reach out. I would appreciate your comments on things that you know that would help the downtown business. The Downtown Memphis Commission has been in some of our meetings. It used to be Andy Kitsinger. I think it's now --

ATTENDEE: He hasn't been there in about two years.

STEVE CHIPMAN: I know that. I know there is a replacement now. I'm just saying that he was there. He was one of the ones that was involved in talking about the connectivity. I'm just saying you were represented. That's what this meeting is about, to hear how we can help. We want to hear ways that we can help the impacts from the closure. Like I said, we will get the word out and communicate. The emergency responders, we'll be talking to them. We'll continue to have an open door where you can contact us. Anybody else?

NICHOLE LAWRENCE: I'm going to

take this gentleman right here. I just want to remind you guys that you can leave your comment with the court reporter. Timewise, we're going to take one more question.

ATTENDEE: I think most of the people in the room support the project. It's something that's desperately needed for Memphis. I think it's also for the French Fort development project that's proposed for this area. However, I do have some concerns about a catastrophic traffic jam that might be created. I have an inventory service, and I drive over to West Memphis four times a week. With the construction over there now, there are traffic backups every day. I just wanted to be sure that you would not force a bridge closure until the construction in West Memphis is finished. I know you promised it will be soon, but I've been driving over there for 35 years and there's been construction in West Memphis for 35 years. Please, before you close the bridge which is our only outlet -- I think you're going to have huge traffic backups anyway. Please do

not begin this project until all the construction in West Memphis is completed. One more point is I can't believe that you came here without doing an economic impact study. I think that was very important for all the audience to hear about how much money this might cost for the community before you came to this meeting, not after. Thank you.

STEVE CHIPMAN: Thank you. Thank you for your comments. That's it. Thank you. We'll be around to take your questions.

(Presentation repeated
for 6:00 p.m. session.)

(Video presentation)

STEVE CHIPMAN: We'll open it up to questions.

CORT PERCER: My name is Cort Percer, Tennessee Parks & Greenways Foundation. Will there still be pedestrian access on the I-55 bridge; not during closure but before and after?

STEVE CHIPMAN: Yes, it will still have the pedestrian walkway. I think the Harahan bridge will be open. They were

completing the trail over to that bridge. I think Arkansas has a project that's ongoing to take the trails all the way to Little Rock.

STEVE CHIPMAN: Any other questions? If not, you've been the best crowd so far. Thank you for coming. Have a safe evening. We'll be around a little while longer. Be sure to ask us any questions or give us accolades. Thank you.

-CERTIFICATE-

I, CHARLOTTE R. JAQUET, LCR, CCR,
being a licensed court reporter, do hereby
certify that the preceding is a transcription
of the Tennessee Department of Transportation
public information meeting held in Memphis,
Tennessee on June 4, 2015.

So certified on the 12th day of
June, 2015.



CHARLOTTE R. JAQUET, LCR, CCR

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